

# BURLINGTON'S NEW PASSENGER STATION IS NOW OPEN TRAVELING PUBLIC

The new union passenger station, for which Burlington has pleaded and petitioned for several years, is now a reality. It was opened for public service at nine o'clock Sunday morning, and hereafter all passenger trains of the Central Vermont Railway and Rutland Railroad companies will arrive at and depart from the new building.

The railroad companies have responded to the will of the public service commission and the supreme court of the State as cheerfully as could be expected, and with the help of \$15,000 of the city's money, have given Burlington a station which should meet all requirements for many years.

## FINEST IN NORTHERN NEW ENGLAND

The new building, which is probably the finest railroad station in northern New England, stands at the foot of Main street, about 200 feet west of Battery street and facing the latter thoroughfare. The building, which is an attractive architectural achievement, is two stories high, and has a frontage of about 130 feet. It is built of a rough texture of buff brick, with trimmings and ornamentalations of limestone. The front of the station is adorned with symbolical representations of Mercury, the messenger of the gods, signifying swiftness, on either side of the main entrances, and directly in the center is a large clock.

The two main entrances to the station are on the Main street level and lead through vestibule into the spacious main waiting room, which is one story above the track level. Access to the trains is obtained by passing through the waiting room and through a covered bridge, from which separate stairways lead to the different train platforms. This method of reaching the trains, which is carried out by all railroads in new station work, eliminates the crossing of tracks and affords a more complete protection to the public.

## MARBLE AND OAK WALKING ROOM

The waiting room is 30 by 75 feet in size and is attractively finished in quarter white oak, the walls being of Ver-

## Handsome and Well-Appointed Structure at Foot of Main Street Represents Years of Effort on the Part of the City and an Expenditure of More Than \$125,000 by the Two Railroad Companies Interested—First Train Stopped There Sunday Morning.

mont marble for a height of 16 feet, above which a plaster is used, being blocked off in imitation stone. The ceiling is of ornamental plaster and studded with electric lights, which give a beautiful effect when illuminated. The floor is of Vermont marble. Four large seats have been placed at either end of the room, and additional seating capacity is obtained in the four alcoves along the sides. From the west windows a fine view of Lake Champlain and the Adirondacks may be had, and passengers waiting for a delayed train may find some solace in the fact that no railroad station in the country provides anything finer in the way of scenery.

## BRIDGE OVER THE TRACKS

The bridge leading from the waiting room to all trains spans the main line of both railroads. It is built of structural iron and reinforced concrete and is entirely enclosed with glass walls. The floor of the bridge is of domestic red tile. Separate stairways lead directly from the bridge to platforms between the four through railroad tracks. The train platforms are approximately 500 feet long and are composed of concrete, being sheltered for practically their entire length by overhead canopies of steel with wooden roofs covered with a roofing composition. Each platform will be well lighted with electric lights between each of the supporting columns. As the arrival and departure of all trains will be announced within the waiting room, or passengers may await their arrival from the bridge from where they may be plainly seen, they will not have to wait on the train platforms while the passengers are alighting from the train.

## BAGGAGE, MAIL AND EXPRESS

The rooms on the track level below the waiting room, to which entrance is gained by a separate stairway from the bridge, are devoted to the handling of baggage, mail and express. The baggage room is situated at the north end of the station

and from Main to King streets on Battery street in the fall of 1915.

## THE CONTRACTORS AND OFFICIALS

The new union station was erected by the W. Shelton Swallow company, of New York, under the direction of Clement H. Noble, of New York, as superintendent of construction, the work of building begun on November 4, 1914. Alfred Kellheimer, of New York, was the architect, and was represented in Burlington by Charles A. Schütz, of New York, as supervising architect. The station will be operated jointly by the Rutland and Central Vermont railroads and a list of the officials, so far as they have been appointed, who will be in charge is as follows: Albert M. Frontias, of Rutland, station master; Frank L. Roberts, of Burlington, ticket agent; Mrs. V. G. Yayo, of Burlington, and N. C. Baunister, of St. Albans, assistant ticket agents; Frank H. Zupper, of Montpelier, baggage checker and assistant station master; Harry E. Monroe, H. W. Perry and A. J. St. Jean, telephone operators. The baggage room will be in charge of E. W. Warner and Emory Morfee during the day, while the night baggage force will be A. P. Warner, Alfred Courney and Thomas Keefe. The restaurant and news stand is controlled by the Union News company, of New York, who are represented by William Gleason, and Eugene Fontaine of Burlington is the chief engineer in charge of the building.

It is reported that the Central Vermont Railway company will remove a portion of the westerly side of the old station and the train shed in the spring, retaining the remainder of the building for offices. It is also probable that a freight station will be built there, doing away with the present crossing of the railroad tracks by teams with loads of freight.

## BAGGAGE CHECKING SYSTEM

The railroad companies have made some suggestions for the checking of baggage. In keeping with the up-to-date appointments of the station, and the cooperation of the traveling public should prevent confusion and the possible loss of baggage before it is checked. The suggestions are as follows:

Baggage should be delivered at the station at least 20 minutes prior to the departure of trains.

With a view of facilitating the checking of baggage a baggage checking booth is located on the upper level.

Outward bound passengers departing with baggage are respectfully requested to obtain an identification check from the head porter of the station, from baggage, express and transfer drivers, for each piece of baggage delivered into their custody, for transfer to the station.

When baggage unaccompanied by passengers is delivered at the station by private conveyances a station identification check for each piece will be issued to the driver.

On presentation of proper ticket transportation and surrender of the identification checks to the baggage man on duty on the upper level, railroad checks to destination will be issued.

The co-operation of all concerned in the foregoing manner will render unnecessary the descending and ascending of stairways for the purpose of identifying baggage on the lower level.

On presentation of proper ticket transportation, hand bags, suit cases, etc., carried by hand, will be checked on the upper level on baggage.

Inward bound passengers will obtain their hand baggage on surrender of their railroad checks to the baggage man on the upper level.

Safety first demands that crossing and re-crossing of the tracks as a "short cut" between the baggage room and the trains cannot be countenanced.

By following the foregoing suggestions baggage will be handled promptly, the comfort and convenience of our patrons will be very greatly enhanced, and every step taken will make for progress and safety.

J. W. HANLEY, General Passenger Agent, Central Vermont Ry., St. Albans, Vt.

F. T. GRANT, General Passenger Agent, Rutland Railroad, Rutland, Vt.

## STORY OF THE STATION.

Summary of Steps Taken for New \$150,000 Structure.

The story of obtaining Burlington's new station is one which if told in detail would cover many pages of a newspaper. There were so many parties concerned in its erection that difficulties without number had to be overcome before all the interests could be brought together and the actual building of the station begun. But the result has been that for which the progressive men of the city worked for years, Burlington having obtained a station costing \$150,000, but in rough figures a total expenditure of about \$125,000 was put into the building alone, the contract to the Swallow company being for about \$145,000. The railroads had other expenditures in moving their tracks and the work which will swell the total cost.

The old passenger station was built in 1852 by the Vermont Central Railroad company for the use of its Burlington-Barnes Junction "shuttle" trains only. Some years later the Vermont Central leased the Rutland and Burlington railroad and its trains ran into the station. In 1899 the Rutland-Canadian road was built and the through trains of that line ran through the station. The only great change made in the building since its erection was the moving of the waiting rooms from the west side of the tracks to the east side, where they were placed in the "lean-to" built on that side of the station in 1895.

## THE PRELIMINARY STEPS

There was talk for many years of the great need for a new station, the old one being in a particularly unsanitary condition and having no accommodations for the longer trains which were used in the improved system of railroading. The first movement of the citizens was started in 1907 by the Commercial club, when the committee on transportation, with the president Calvin S. Isham as chairman, pre-

pared petitions to be circulated and then to be presented to the railroads asking for a new station. At a meeting of the board of aldermen held in June, 1909, J. E. Burke, then mayor, recommended in a message that a committee be appointed to confer with the public service commission in respect to the elevation of the grade crossing at the foot of King street. The committee, composed of Aldermen Barnes, Murphy and Cowles, conferred with the commission on June 24, and when they reported back to the board at the July meeting, they recommended that an movement be started for a new passenger station, and that the Commercial club be asked to join in the project.

On August 5 the aldermanic committee, composed of Aldermen M. J. Barnes, A. S. Drew, J. W. Coffey, Dr. J. M. Clarke and C. P. Cowles, and the members of the Commercial club's committee on transportation, met with the mayor and it was resolved to make the mayor ex-officio chairman of the joint committee, and he was given power to appoint five citizens to be added to the committee. The members of the famous "committee of fifteen," besides the mayor and the five above named aldermen, were C. S. Isham, A. C. Whiting, William E. Burd, Gardner Brewer and E. E. Clarkson from the Commercial club, and John J. Whalen, W. E. Greene, Joseph Auld, H. W. Allen and F. P. Barrows, the last five named being those citizens appointed by the mayor.

The petitions prepared by the Commer-

cial club in 1907 were produced by Mr. Isham and circulated at large and on August 29 were forwarded to the two railroad companies, the Champlain Transportation company and the public service commission, requesting an informal conference. This was held on September 2 in this city and resulted in the Central Vermont company agreeing to submit to an adjourned meeting plans of what they were willing to do in the way of fixing up the old station, the committee of fifteen being requested to prepare plans of what they thought the city's needs were. A sub-committee, composed of J. J. Whalen, W. E. Greene and C. P. Cowles was appointed to draw up tentative plans for a new station which would contain a general outline of what was considered to be the city's needs. In general features the plans of that committee and the plans for the present new station are practically the same.

## CONFERENCE AND COMMUNICATIONS

Informal conferences and communications with the railroad companies and public service commission followed without satisfactory results until a formal petition was filed with the public service commission on June 15, 1910. After hearings were held it was decided to ask the Legislature for an act which would give the public service commission more authority, it appearing that under the general law the commission did not have authority to order the two roads to order a new station.

An act was drafted and passed by the Vermont Legislature on April 18, 1911, a petition to the public service commission was filed under the new act. Many meetings of the committee of fifteen followed and as many hearings with the public service commission were had. The Rutland engineers brought in plans under which grade crossings at College and King streets would be eliminated by overpasses and the Central Vermont entered plans which would eliminate all of the grade crossings at the foot of the streets by an elevation of the tracks. The committee of fifteen entered the so-called Sinclair plan, which would eliminate the grade crossings by forcing the tracks close to the embankment along Battery street, passing under College and King streets. It seemed to be the consensus of opinion that the station itself should be located about where the new station is now, the only differences being as to how best to dispose of the matter of grade crossings. The solution of that problem has been left to some future date, and one of the above methods will no doubt have to be worked out at a time not very far distant.

## APPEAL TO SUPREME COURT

On December 23, 1912, the public service commission ordered the adoption of the Central Vermont plan which was the plan of elevating the tracks with structure work in the vicinity of the station. This was a most expensive plan and the Rutland railroad appealed to the supreme court.

The matter was pending in supreme court when Mayor Burke, who was re-elected to office in 1913, gave his message to the board of aldermen. In his message he recommended that a committee be appointed which would be made up of three members of the board, three citizens and the mayor. At the organization of the board the same evening such a committee was appointed and was composed of Mayor Burke, chairman, with A. S. Drew, H. S. Crane and C. P. Dion the three members from the board, and Gardner Brewer, W. E. Burke and John J. Whalen, three of the members of the old "committee of fifteen," as the three appointed to represent the citizens. At the first meeting of

the committee H. S. Howard was added to their number as secretary.

It was the work of this committee which brought about an understanding between all parties and resulted in the modified plans for a station. The committee asked the railroads to provide an up-to-date modern station, leaving the trackage principles and the matter of grading to the railroads. A stipulation was drawn up for a station under modified plans, signed by the three petitioners, the railroad, the city and attorney-general and filed with the supreme court on April 2, 1914. As a result of this stipulation the supreme court issued the order which made the station a reality and work was begun on the foundation in the fall of 1914.

## THE SUPREME COURT ORDER

The essential parts of the order as issued by the court follow:

"It is ordered, adjudged and decreed that said railroad companies shall begin during the spring of 1914, and complete before the first day of January, 1915, or as soon thereafter as may be reasonably practicable, the construction of a suitable union station in the city of Burlington, costing about \$50,000, and also provide platforms, canopies, tracks and other station facilities for use in connection with said station substantially as shown on the plan attached hereto and made a part hereof, said station to be two stories, built of brick or other suitable material, platforms to be concrete, canopies of permanent construction, and paving to be of brick or other suitable material, and convey to the city of Burlington an easement in land to be used as a street connecting Lake and Main streets, as shown on said plan, and do the grading work on Lake and Main streets made necessary by said changes."

"And said city of Burlington shall pay to each of the said companies \$7500, one-half of said sum to be paid each company when said station building is half built and the remainder when it is completed, and immediately vacate and discontinue Main street west of a line parallel to and 17.55 feet west of the center line of Battery street, provided, however, that any claims which the city

may have to land west of a line parallel to and 54.55 feet west of the center line of Battery street within the lines of Main street extended to the lake shall not be prejudiced by so vacating and discontinuing Main street, and shall also immediately vacate and discontinue Lake street south of a straight line running from a point in the westerly line of Lake street, said point being distant 18.31 feet south of the center line of College street, measured along said west line of Lake street, to a point in the easterly line of Lake street, said point being 24.33 feet south of the center line of College street, measured along said easterly line of Lake street."

"The carrying out of this order by said railroad companies is conditional upon the payment by said city of Burlington of said sum of money and the discontinuance of streets as aforesaid by said city of Burlington."

The order was signed by Judges George M. Powers, Loveland Munson, John H. Watson and William H. Taylor.

## NEW STATION OPEN.

Handsone Structure Visited by Many Burlingtonians on First Day.

Although there were no dedicatory exercises or other formality in connection with the opening of the new union passenger station Sunday, several hundred people in Burlington made an inspection of the new structure during the day, and all agreed that the railroad companies had risen to the occasion and given the city something that would meet all requirements for many years to come. Many times their visits to be at the station on the arrival of the Green Mountain Express and New York, which was the first through train to stop there. It was also a popular place in the evening. Everything moved like clockwork, and there need be no confusion at any time or crossing of streets with resulting danger, if one uses his eyes and is guided by the signs which show the proper stairs to descend in going to the train from the waiting room and bridge.

With the arrival of suitable weather the grounds about the station will be graded and cleaned up, and it will be up to the city to lay a good sidewalk on Main street between Battery and Champlain streets. Located at the foot of the widest street in the city, with an easy grade to the hotels and business sections, and adjoining the dock of the Champlain Transportation company, it is believed the new station will be found much more accessible than the one which has done duty for so many years.

## MARS DYING OF THIRST

Astronomer Believes That the Earth Will Perish in Same Way.

Humorists long have made the mysterious inhabitants of Mars the objects of cartoon and quip, but in a lecture at the Roterian Fellowship hall recently Professor S. L. Boodhrooy of the department of astronomy in the University of Washington, explained the plight of those who live on the planet nearest the earth, says the Seattle Post-Intelligencer.

"Study convinces us that there is intelligent reason on Mars," said Professor Boodhrooy, in an address which was illustrated by astronomical drawings and photographs of the red planet. Mars is not, as some people think, filled with water and cut like the Panama, Suez or Erie canals, but merely are called canals because they are straight. Yet the fact

# THE FATHERLESS CHILDREN OF FRANCE

Society, Composed of Most Prominent People of French Republic, Has Been Formed to Care For and Fit Them For Future Responsibilities

No duty created by the terrible European war is greater or more urgent than that of caring for and developing the fatherless children of France. These children of today will be the men and women of tomorrow; upon their shoulders must rest the great responsibility of reconstructing the New Republic and shaping its destinies. They must be properly trained for this all important work.

In order that these orphans may be cared for as they should, there has been organized in France the Society for the Education of the Fatherless Children of France, under the name of Orphelinat des Armées. The great names, socially, politically and intellectually, of the French Republic are included on its honorary, active and administrative committees. Among its supporters are such important persons as President Poincaré, M. Briand, the Prime Minister, M. Viviani, Ex-Prime Minister, Henri Bergson, the philosopher of "Creative Evolution," Jules Cambon; Charles Richet of the Institute and the Faculty of Medicine; Alfred Croiset, Doyen de la Faculté de Lettres; and Henri Marcel, Director of the National Museums. The President of the National Museums, the President of the Ladies' committee is in Marquise de Ganay, and the Honorary President Madame Jules Siegfried, Présidente du Conseil National des Femmes Françaises.

All parties in France are working side by side to save the children, and through them, to save France. The work of the Central Committee is carried out by local committees in every town and village. The local committees appoint guardians for the fatherless children. These committees will enquire into the circumstances of the orphans in each district, supplement the small state allowance when it is insufficient, to enable mothers to keep the homes together, appoint a guardian to

follow each child's course at school, note its tastes and aptitudes and decide with the mother on the career best suited for it, and have the children brought up in the religion of their parents.

No greater work can be done for France than to give these children the chance of which their fathers' death has deprived them. Their plight is an emergency which must be met immediately.

One hundred years ago France came to the assistance of the young American Republic; today the Republic of France calls to America through the voice of each of her sons, dying in the cause of freedom: "I give my life. Will you help my little ones?"

Won't you help these children? Won't you make a generous contribution that may be used for them? It will mean not only life and its necessities, but the development and future usefulness of a little child of France.

Checks for the Orphelinat des Armées should be sent to J. P. Morgan & Co., 23 Wall Street, New York City.

that vegetation on Mars moves south at one season, bearing its necessary moisture, and then moves directly north over the same path, makes inevitable the conclusion that there is intelligent direction behind this.

"Mars evidently is an old planet. Its water is rapidly disappearing. It is dying of thirst. Let us think with pity of the people—perhaps like ourselves—who are trying desperately to conserve what moisture is left that they may live. Sad it seems sometimes that we cannot stretch out a friendly hand of assistance."

Professor Boodhrooy expressed the opinion that the earth some day will "die of thirst," as Mars is dying, being unable to retain its moisture.

The astronomer also said there is evidence that life exists on the planet Venus, though it doubtless is of a lower grade than Mars, owing to a less favorable atmosphere. As for the stars—the suns that lie infinitely beyond the solar system of man—no one dares say that intelligence equal to ours does not exist.

Professor Boodhrooy showed some striking drawings of the moon.

"These mountains," he exclaimed, "are 3000 feet high, and may be measured accurately from their shadows. These pictures are probably as true to nature as some of the drawings that our engineers make of mountains within view."

The utter insignificance of the earth compared with the solar system of the universe was brought out forcefully by a comparison of distance. Light can travel from the earth to the sun in eight minutes, it was pointed out, whereas it takes light hundreds of years to move from the earth to some of the stars.

"It is foolish to say what we may know and what we may know in the future," remarked the lecturer. "All the great men of history who have ventured to say that certain things would never be accomplished have been contradicted within a short time. Infinite and unknown as the universe is, the greatest thing in it is the human mind, and the possibilities of the mind are unlimited."

## ONE DAY'S COST OF WAR

It Would Take Care Forever of God's Work in Central America.

Reading that \$200,000 per day was expended in the European war, I sat down the other day and did some figuring. I was thinking what might be done in the Central American field with this money. With it we could build and equip a great university in each of the five republics of Central America, each costing one million dollars. These five universities would cost \$5,000,000. We would endow the universities with one million each. We would erect professional schools co-ordinating with the universities, costing \$250,000 each, or \$1,250,000 for the ten. We would set aside \$500,000 for each professional school the support centers we would erect in the five countries twenty-five hospitals costing \$5,000,000, or \$25,000,000 each. We would establish 1,200 high schools and academies. We would build fifteen hundred churches and chapels and still have left from this fund nearly \$20,000,000 to help maintain the churches and advanced missionary work. We would erect fifty handsome structures for Y. M. C. A. and Y. W. C. A. to work among the youth of these countries. In building the equipment we would expend \$1,500,000, or \$25,000,000 each building. We would have an endowment fund of \$15,000,000. We would have \$1,500,000 for fifty libraries in fifty centers and put aside \$1,500,000 to keep them supplied. We would devote \$250,000 for five orphanages.

In each capital city of the five Central American countries we would have a little farm and nice home for fatherless children. We would endow them with an additional \$250,000. Almost nothing is being done for the blind of these countries, so we would expend \$250,000 in

diately for neglect during one or two years of the physical, mental and moral welfare of the child cannot be repaired later. And the help to be effective, must be given at once and for a period of two years.

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## NAME PLATES DISAPPEAR

Not Considered Quite the Thing to Have Them on Front Doors.

The name plate, or the door plate, which shone on the doors of the homes of people of "quality," and even of the homes of those of no such "quality," has disappeared, says the Washington Star. It is not considered quite the thing now to have one's name on the front door. People get their names in the directory once a year. Here and there on the door of an old-fashioned residence, a home which has known more than one generation of the same family, the brass or nickel plate has been allowed to remain, but houses of that kind have become few in big cities.

While the door plate has virtually become extinct, the door knocker holds its own, and though the real work of making the announcement that somebody is at the door is now done by the electric bell, the knocker is still on duty. In fact, there has been a revival of interest in antique door knockers.

Some of the houses of Greece and Rome had door knockers, but the customary way of rousing the inmates at night was to pound on the door with the knuckles or with some hard object. The old churches of England had door knockers, and as churches furnished a refuge for many kinds of men, these knockers were called "sanctuary knockers." The knocker came to be used on nearly all English homes, and it was introduced into the United States very early in the period of colonial settlement.

The modern knocker and the imitation colonial knocker are now considered with some favor by home builders and house owners that knockers of many patterns are turned out in great numbers by hardware manufacturers.

## ALASKA'S NATURAL SUBMERINES.

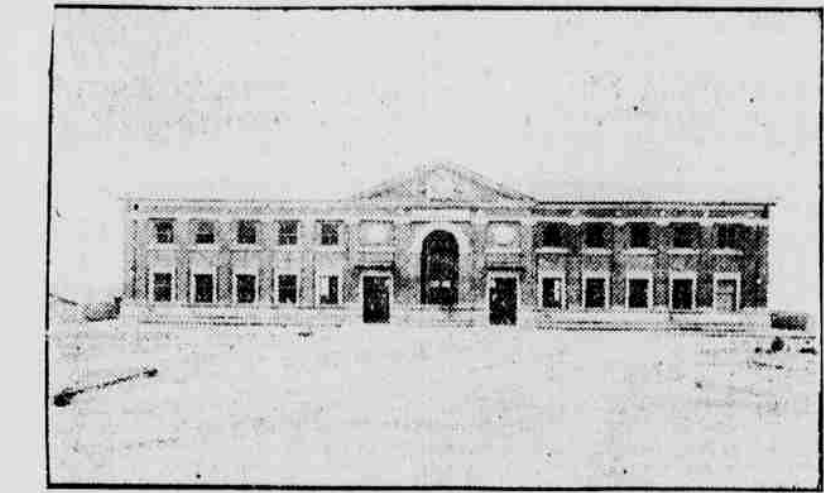
The channels of the Alaskan waterways vary as you sail on to the northward. Now they widen into great lakes. Now they are rivers as narrow as the Hudson or Rhine. At times you pass through gorges walled by islands and the mainland, and at times are in floods like those formed by the half-sunken Andes along western Patagonia near the Strait of Magellan. This part of our territory is made up of the lands of submerged mountains and in places the waters are a thousand feet deep. In other places there are great rocks as steep, as high and as sharp as the Washington monument, which come within twenty or thirty feet of the surface. These are the terrible pinnacle rocks that rip open the hulls of the steamers. They are now being searched for and marked with buoys by the wire drag of our coast and geodetic survey.—The Christian Herald.

## SHE OUGHT TO.

Do you know the nature of an oath, madam?"

"Well, I ought to, sir. We've just moved and my husband has been laying the carpets."—Topeka Journal.

Don't merely "spare" a little time for looking over the ads. Alot ample time for it—for this should be a part of your work as the "business manager" of your home.



BURLINGTON'S NEW UNION STATION.

mont marble for a height of 16 feet, above which a plaster is used, being blocked off in imitation stone. The ceiling is of ornamental plaster and studded with electric lights, which give a beautiful effect when illuminated. The floor is of Vermont marble. Four large seats have been placed at either end of the room, and additional seating capacity is obtained in the four alcoves along the sides. From the west windows a fine view of Lake Champlain and the Adirondacks may be had, and passengers waiting for a delayed train may find some solace in the fact that no railroad station in the country provides anything finer in the way of scenery.

The ticket office is located in the center of the waiting room, between the two main entrances to the station and directly opposite the entrance and exit to the bridge. The exterior of the office is of bronze and the interior is finished in birch. Three ticket windows have been constructed and over each is a small electric sign, which will indicate by its illumination which window is open for business. The interior of the office contains the most modern equipment for facilitating the transaction of all business.

With the opening of the new station the uptown ticket offices of the two roads, the Central Vermont at 176 College street and the Rutland at 180 Main street, were abolished.

At the center of the north end of the waiting room is the baggage and parcel check room, where hand baggage and parcels may be stored and where all baggage will be checked. This room is connected with the main baggage room at the track level below by a baggage elevator. To the right of this room is the men's room, which has a marble wainscot with plastered walls, finished in imitation stone, with a floor of Welsh quarry tile. This room may be used as a smoking room and adjoins a toilet which is built of marble, with a white tile floor.

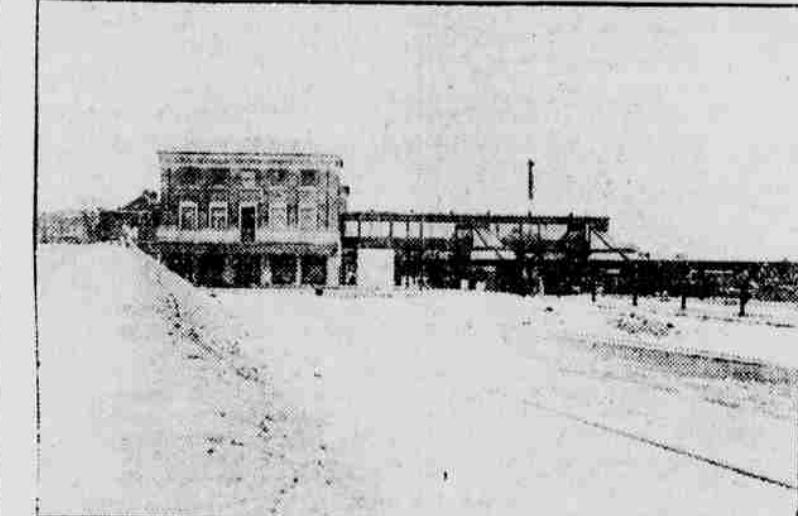
The women's room is at the left of the parcel checking room, and is attractively finished in marble and plaster paneled walls. The floor is of compressed cork, which affords an easy and comfortable walking surface. This room contains many pieces of handsome woven willow furniture, finished in silver gray and upholstered with blue velvet. A large mirror, the full height of the room, is conveniently situated and a toilet in marble with a white tile floor adjoins the room. Both the women's and men's rooms contain drinking fountains of the latest models.

## RESTAURANT IN MARBLE

At the center of the south end of the waiting room is placed the train announcement bulletin board, on which will be indicated the arrival and departure of all trains. At the left of the bulletin board is the entrance from the waiting room to the restaurant. The restaurant is finished in marble with paneled plaster walls and a tiled ceiling, and the floor is of Welsh quarry tile. A marble lunch counter, the full length of one side of the room, has been installed with a seating capacity for 12 persons, and the room also contains eight marble topped tables at which 36 people may be seated.

The adjoining kitchen and pantry have walls and floors of white tile, and the plaster work of the walls and ceiling is of white enamel. The equipment is of the newest and most up-to-date sort and the cooking apparatus will be operated by gas and steam-power. Large glass lined refrigerators have been installed in the pantry for the storage of all meats and vegetables.

At the right of the bulletin board are located two sound proof telephone booths and opposite the ticket office and at the left of the bridge entrance is the news stand, which will contain the latest per-



THE BRIDGE AND TRAIN SHED.

cial club in 1907 were produced by Mr. Isham and circulated at large and on August 29 were forwarded to the two railroad companies, the Champlain Transportation company and the public service commission, requesting an informal conference. This was held on September 2 in this city and resulted in the Central Vermont company agreeing to submit to an adjourned meeting plans of what they were willing to do in the way of fixing up the old station, the committee of fifteen being requested to prepare plans of what they thought the city's needs were. A sub-committee, composed of J. J. Whalen, W. E. Greene and C. P. Cowles was appointed to draw up tentative plans for a new station which would contain a general outline of what was considered to be the city's needs. In general features the plans of that committee and the plans for the present new station are practically the same.

Informal conferences and communications with the railroad companies and public service commission followed without satisfactory results until a formal petition was filed with the public service commission on June 15, 1910. After hearings were held it was decided to ask the Legislature for an act which would give the public service commission more authority, it appearing that under the general law the commission did not have authority to order the two roads to order a new station.

An act was drafted and passed by the Vermont Legislature on April 18, 1911, a petition to the public service commission was filed under the new act. Many meetings of the committee of fifteen followed and as many hearings with the public service commission were had. The Rutland engineers brought in plans under which grade crossings at College and King streets would be eliminated by overpasses and the Central Vermont entered plans which would eliminate all of the grade crossings at the foot of the streets by an elevation of the tracks. The committee of fifteen entered the so-called Sinclair plan, which would eliminate the grade crossings by forcing the tracks close to the embankment along Battery street, passing under College and King streets. It seemed to be the consensus of opinion that the station itself should be located about where the new station is now, the only differences being as to how best to dispose of the matter of grade crossings. The solution of that problem has been left to some future date, and one of the above methods will no doubt have to be worked out at a time not very far distant.

With the arrival of suitable weather the grounds about the station will be graded and cleaned up, and it will be up to the city to lay a good sidewalk on Main street between Battery and Champlain streets. Located at the foot of the widest street in the city, with an easy grade to